

Intimations.

CHAS. J. GAUFF & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
Vertical Sundials, Sextants, BINOCLULARS AND TELESCOPES, RICHIE'S LIQUID AND OTHER COMPASSES, ADMIRALTY AND EMERALD CHARTS, NAUTICAL BOOKS.
English Silver & Electro-Plated Ware, Christie & Co.'s Electro-Plated Ware, GOLD & SILVER JEWELLERY in great variety.

DIAMONDS
AND
JEWELLERY.
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....\$5,000,000
PAID-UP CAPITAL.....2,500,000
RESERVE FUND.....1,250,000

Board of Directors:
Hon. J. J. KESWICK, Chairman, Managing Directors.
Hon. C. P. CHATEL, Vice-Chairman.
E. A. SOLOMON, Esq.,
J. S. MOSES, Esq.,
S. C. MICHAELSEN, Esq.,
G. E. NOBLE, Esq.,
LEE SING, Esq.,
POON PONG, Esq.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

MONEY ADVANCED ON MORTGAGE, ON LAND OR BUILDINGS, PROPERTIES PURCHASED AND SOLD.

Estates managed, and all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A SHELTON HOOPER, Secretary.
Victoria Buildings, Hongkong, 3rd May, 1889. 844

SHANGHAI LAND INVESTMENT COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....\$1,000,000
CAPITAL PAID-UP.....\$600,000

Board of Directors:
J. S. PURDON, Esq. (Chairman), of Messrs. MATTIAND & Co.
H. R. BEARN, Esq., of Messrs. ALFRED DENT & Co.
E. J. HOGG, Esq., Esq. Manager of Hongkong & Shanghai Banking Corp.
A. G. WOOD, Esq., of Messrs. GIBB, LIVINGSTON & Co.

HONGKONG & SHANGHAI BANKING CORPORATION.

LOANS made on MORTGAGE ON LAND, BUILDINGS, & PROPERTIES Bought and Sold. ESTATES managed and all kinds of LAND, AGENCY and COMMISSION BUSINESS conducted.

GIBB, LIVINGSTON & Co., Agents.
Shanghai, July 19, 1889. 1458

THE SHARE LIST will close on Saturday, 10th August, at 1 p.m.

THE PEAK RESIDENCES, LIMITED.

INCORPORATED UNDER THE COMPANIES' ORDINANCE, 1853 to 1889.

CAPITAL.....\$250,000
DIVIDED INTO 10,000 SHARES OF \$25 EACH.

Payable \$5 on Application, \$10 on allotment, and the Balance as required in instalments of not more than \$5.

Shares taken up by the Vendors.....4,000
Shares now offered to the Public.....6,000
Total.....10,000

Directors:
Chairman:—JOSEPH W. NOBLE, Esq.
* E. JONES HUGHES, Esq.
* C. L. GORHAM, Esq.
* FONG WA CHUN, Esq.
* CHONG KAI, Esq.
* Joins after allotment.

APPLICATIONS FOR SHARES will be received until the 10th DAY OF AUGUST, 1889, and must be made on the proper form for that purpose and forwarded to the Chartered Bank of India, Australia and China, together with the amount payable on application.

Prospectus and Share Forms may be had of the Bankers or at the Offices.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

ARTHUR BERNARD RODYK, Esq., Solicitor.
Offices (pro tem),
2, D'ARQUER STREET.
Hongkong, July 31, 1889. 1495

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.
8 to 10 a.m. every quarter of an hour.
12 to 2 p.m. " " half hour.
4 to 8 " " " " "

THURSDAYS.
NIGHT TRAMS at 10.30 and 11 p.m.

SUNDAYS.
10.40 a.m.; 12 to 1.30 p.m. every quarter of an hour.
4 to 8 p.m. every quarter of an hour.

Special CARS may be obtained on application to the SUPERINTENDENT.

Single Tickets are sold in the Cars. Five-Cent Coupons and Reduced Tickets at the Office.

MADEWEN, FRICKEL & Co., General Managers.
Hongkong, May 1, 1889. 821

Intimations.

STEAM LAUNCH COMPANY, LIMITED.
NOTICE.

FOR the Greater Convenience of the Public, ARRANGEMENTS are now being made for the Office of the Company to remain open until Midnight and during SUNDAYS, when LAUNCHES can be obtained upon Application to the Company who is in Charge.

LAUNCHES always kept under Steam off Pedder's Wharf, and are at the Service of the Public for proceeding to and from any Vessel in Harbour.

SCALE OF CHARGES.

Day Service, Night Service, Small, Large, Launches, Launches, Launches.

For 1st hour...\$3 \$2 \$3 \$3
For 2nd hour...\$2 \$2 \$3 \$3
For every subsequent hour...\$1 \$2 \$2 \$3

Rules for Fishing, Shooting, Bathing, Private Parties, Towing Vessels and Cargo Boats, for Excursions to MAOAO, CANTON, or other places may be arranged at the Company's Office, 1, Pedder's Street, Pequa.

A. G. GORDON, Secretary.
Hongkong, July 17, 1889. 1393

CHINESE MAIL (WAI TSE YAT CO.)

APPLICATIONS for the LEASE of this Long-established NATIVE PAPER will be RECEIVED by the Under signed.

GEO. MURRAY BAIN, China Mail Office.

Insurance.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & Co., Agents.
Hongkong, July 15, 1889. 1340

To Let.

TWO ROOMS in a House on the CAINE ROAD LEVEL, in a highly respectable locality. FURNISHED or UNFURNISHED. Immediate Possession.

Apply "A. B. C." China Mail Office.
Hongkong, March 30, 1889. 602

NOTICE.

OFFICES in VICTORIA BUILDINGS TO BE LET with immediate possession.

Apply to **ARTHUR B. RODYK.**
Hongkong, June 3, 1889. 1976

TO LET.

STORIED HOUSES, Nos. 37 & 43, WANCHAI. Rents moderate.

Apply to **YEE HING, No. 5, Wanchai.**
Hongkong, July 16, 1889. 1386

TO LET.

2ND FLOOR of HOUSE, No. 64, and GROUND FLOOR of HOUSE No. 65, QUEEN'S ROAD CENTRAL.

Apply to **LAI HING & Co., No. 153, Queen's Road Central.**
Hongkong, July 1, 1889. 1267

TO LET.

ROOMS in "OCEANIC CHAMBERS," No. 9, SAVANNAH TERRACE.

No. 4, SAVANNAH TERRACE, from 1st June. WESTBROOK VILLAS, North Water and Gas laid on, Garden and Tennis.

At MAGAZINE GAP, "TOSCOLUM." A very comfortable and very cool 6-ROOMED HOUSE, with TENNIS COURT, &c.—From 1st September.

Apply to **DAVID SASSOON, Sons & Co.**
Hongkong, July 8, 1889. 832

TO LET.

HOUSE No. 2, "SMITH'S VILLAS," Magazine Gap, a spacious 5-ROOMED HOUSE, with Bathrooms and Outside. Excellent view. Expected to be ready 1st August next.

Apply to **F. BLACKHEAD & Co.**
Hongkong, July 2, 1889. 1284

TO LET.

THE DWELLING HOUSE, No. 2, DOUGLAS VILLAS.

Possession from 1st May.

Apply to **DOUGLAS LAPRAIK & Co.**
Hongkong, March 30, 1889. 603

To-day's Advertisements.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUZ, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo by the Company's Steamer *Orion* are hereby informed that their Cargo is being loaded at their risk into the Godowns known as "The Hongkong Wharf and Godowns," Wanchai, whence delivery may be obtained.

This Vessel brings on Cargo:—From CALCUTTA and Madras ex S.S. *Noble*, transhipped at Colombo.

From TRIESTE, &c. ex S.S. *Imperator*, transhipped at Bombay.

Consignees wishing to receive their Goods at the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned persons NOON, on the 9th INST., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th Instant will be subject to rent. Bills of Lading will be countersigned by **DAVID SASSOON, Sons & Co., Agents.**
Hongkong, August 6, 1889. 1527

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Fukien*, Captain Lewis, will be despatched for the above Ports TO-MORROW, the 6th Instant, at 10 a.m.

For Freight or Passage, apply to **DOUGLAS LAPRAIK & Co., General Managers.**
Hongkong, August 6, 1889. 1532

STEAM TO MANILA (DIRECT).

The Steamship *Manila*, Captain Thomson, will be despatched for the above Port TO-MORROW (TUESDAY), the 6th Instant, at 3 p.m.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., Agents.**
Hongkong, August 6, 1889. 1523

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship *Genoa*, will leave for the above place at 4 p.m. TO-MORROW, 6th Inst.

E. L. WOODIN, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, August 5, 1889. 1482

NAVIGAZIONE GENERALE ITALIANA (FIORIO & RUSSOTTO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, (LIGUORI), and GENOA; all MONTHLY, and ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALAO. Taking Cargo at through rates to PERMANENT GULF and BAGDAD.

The Co.'s Steamship *Valle*, will be despatched at above, on THURSDAY the 8th Instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA'S DOCK.

For further Particulars regarding Freight and Passage, apply to **CARLOWITZ & Co., Agents.**
Hongkong, August 5, 1889. 1533

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship *Abelona*, Captain Nelson, will be despatched at above on THURSDAY, the 8th Instant.

Passengers for Europe desiring to proceed OVERLAND, can, on application to the Undersigned, have their Tickets endorsed for surrender at ALGIERS in exchange for Coupon Tickets to MARSAILLES (by Transatlantic Company's express boats), and thence to PARIS or LONDON. ALGIERS is 28 hours steamer from MARSAILLES, and thence to London occupies about the same time.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**
Hongkong, August 5, 1889. 1535

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

The Co.'s Steamship *General Warden*, Captain M. Eichel, will leave for the above Ports on or about the 8th Instant.

For further Particulars, apply to **MELOCHES & Co., Agents.**
Hongkong, August 5, 1889. 1530

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Prinzess*, Captain G. Pöhl, will leave for the above place about 24 hours after arrival with the outward German Mail.

For further Particulars, apply to **MELOCHES & Co., Agents.**
Hongkong, August 5, 1889. 1531

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

The COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N. B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 28th day of August, 1889, at 4 p.m. the Company's S.S. *PREUSSEN*, Captain O. Pöhl, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, called at Genoa.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m. Specie and Passes until 10 a.m. on the 28th August, 1889. (Passes are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to **MELOCHES & Co., Agents.**
Hongkong, August 5, 1889. 1532

To-day's Advertisements.

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

THE CERTIFICATE of 50 SHARES in this Company, Numbered 1298/1317, 2441/6, 10221 7059, 2705/2711, 11310, 2437/2445, standing in the Register in the Name of Dr. A. S. GOMES having been LOST, Notice is hereby given that a NEW CERTIFICATE for the said 50 SHARES will be issued forthwith on days hence, and that the Original Certificate, unless produced within that period, will thereafter be held by the Company as null and void.

DAVID GILLIES, Secretary.
Hongkong, August 6, 1889. 1535

GLEN LINE OF STEAM PACKETS.

FROM LOND'N, PENANG AND SINGAPORE.

THE Steamship *Glenavoy*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before 4 p.m. TO-DAY.

Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected. Consignees are requested to present all Claims for damages and/or shortages not later than the 15th Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Agents.**
Hongkong, August 5, 1889. 1534

DAKIN'S CANTHARIDINE HAIR SIMULANT.

WILL not produce a growth of Hair where hair has not already perished, but it will effectually prevent the falling of the Hair, which is one of the disagreeable consequences of a residence in this climate.

In Bottles, \$1.50 each.

DAKIN'S INSTANTANEOUS HAIR DYE.

A certain remedy for RESTORING to BLACK or BROWN Hair which has prematurely turned GRAY. Easy application and pleasant results.

Per Case, \$1.00.

Dakin's Prickly Heat Lotion.

The only reliable remedy for irritation of the SKIN, scald, &c.

Per Bottle, 50 Cents.

DAKIN BROTHERS, LIMITED, HONGKONG.

Telephone No. 60.
Hongkong, July 22, 1889. 1427

SHIPPING.

ARRIVALS.
August 2, 1889.

Hedvig, British barque, 376, N. R. Söderman, Tientsin July 6, Bous, —BUTTERFIELD & SWIRE.

August 4:—
Actis, Danish steamer, 355, N. G. Rensbeck, Hoihow August 3, General.—REYNOLD KARRER & Co.

Tachibana, British steamer, 862, John A. Morris, Hoihow 3, General.—BAN HIS CHAN.

Robbin, British steamer, 509, J. Lewis, Tamsui July 29, Amoy 30, and Swatow Aug. 3, General.—DOUGLAS STEAMSHIP CO.

Mendula, British steamer, 1,263, R. Nelson, Nagasaki July 30, General.—BUTTERFIELD & SWIRE.

Orion, Austro-Hungarian steamer, 1,835, B. V. Viss, Trieste July 10, and SINGAPORE 29, General.—DAVID SASSOON, Sons & Co.

Alwine, German steamer, 400, Bendixen, Pakhoi August 1, and Hoihow 3, General.—WIELER & Co.

Johanna, German steamer, 440, H. Bing, Hoihow August 3, General.—CHINESE.

August 5:—
Yangtze, German steamer, 814, C. N. Tonnigsen, Shanghai August 1, General.—SPENCER & Co.

Triumph, German steamer, 875, P. Moos, Newchwang July 24, and Chiofo 1, Bous.—WIELER & Co.

Wendula, British steamer, 1,001, Outerbridge, Chiofo July 29, General.—BUTTERFIELD & SWIRE.

Manila, British steamer, 807, B. Thomson, Amoy August 4, 5 a.m., General.—JARDINE, MATHESON & Co.

Cicero, British steamer, 1,030, A. George, Cebu July 31, Ballast.—ARNOLD, KARRER & Co.

Castor, British steamer, 1,110, J. Bremner, Swatow August 4, General.—JARDINE, MATHESON & Co.

Glenavoy, British steamer, 1,837, E. F. Park, London and Singapore July 30, General.—JARDINE, MATHESON & Co.

Pakhoi, British str., 835, E. F. Storell, Pakhoi July 28, General.—HOR HINE HO.

Ganges, British steamer, 2,110, Alderton, Bombay July 19, and Singapore 31, Mails and General.—P. & O. S. N. Co.

Menmuir, British steamer, 1,427, P. Holmes, Sydney via Queensland Ports July 12, Coal, Beche de mer, &c.—ROUSSEL & Co.

Vessels Advertised as Loading.

Destination.

Vessels.

Agents.

Date of Leaving.

Bangkok, Kong Beng (s).....Aug. 6, at 8 a.m.

Bremen, v. Singapore.....Aug. 28, at 4 p.m.

London, v. Suez Canal (s).....Aug. 8, at 3 p.m.

Manila, v. Suez Canal (s).....Aug. 10, at noon.

Marselles, v. Saigon (s).....Aug. 10, at noon.

Manila, v. Suez Canal (s).....Aug. 10, at noon.

The Committee of the Singapore branch of the Straits Association—a branch started for the purpose of organising public opinion in the Colony and bringing it to bear, in conjunction with the action of the Association in London, both on the Colonial Government and Colonial Office—has issued its first annual report. The Committee say that it has been their aim not to appear as busybodies. It was only when legislation was of an objectionable and dangerous character that interference became necessary. All the measures before the Legislative Council had been carefully considered, with regard to only one was action taken; and the Committee was able to obtain nearly all the amendments it advocated. The mode of working of the branch Association is laid down as follows:—The Committee will deal with questions as they arise, in an informal manner, without calling together the Members of the Branch, and, if this fails and it becomes necessary to support the unofficial Members of Council by an expression of public opinion, then a General Meeting of the Branch will be summoned. When will we get such an Association in Hongkong?

This news that the Japan Government has discovered that treaty revision is contrary to the constitution is not surprising. Although a popular measure in most Government circles, it aroused considerable opposition in many parts of the country. One of the objections was that the Chinese would claim equal privileges, and Japan being to fear a Chinese invasion along her coast. Writing on the 20th ult. the Japan correspondent of the *N. C. Daily News* said:—If the *Nippon* is to be credited it is not alone amongst the unofficial class that dissatisfaction is expressed; one of two cabinet members and several of the Samurai. In advisers urging that the revision of the treaties on the present lines should be deferred, some matters in the revised treaties being inconsistent with the Imperial Constitution. It would be interesting to learn how far really the opposition which the ultimate conclusion of the long lived difficulty has engendered, lends colour to the contention which the conservative party amongst foreigners were wont to advance, that at bottom the people at large care very little for the question of Treaty Revision.

KUMAMOTO, the town where the great earthquake of July 29th has occurred, is situated near the mouth of the Kamae-gawa, which runs into the sea at the N. of the town. It is a town of some 70,000 inhabitants, and it was in the castle of Kumamoto that Saigō made his last stand against the Mikado's troops in the Satsuma rebellion. Kumamoto was once the capital of the Higo Province. It is situated, according to Professor Milne, the seismologist, in the crater of an extinct volcano, which must have been one of the largest in the world, as the crater is 22 miles in diameter. Near by is the volcano Asosa, a very large one though only 4,100 feet high, which is always smoking, though there has been no eruption since 1873. The whole region is volcanic.

—*N. C. Daily News.*

Referring to the paragraph in which we announced Mr. Wade Gardner's appointment to Hongkong, we have the pleasure to add that the management of the Hongkong & Shanghai Bank in Singapore will be placed in the hands of Mr. Shaw, Mr. Penang, Mr. Dow, who is well known here, was Acting Manager during Mr. Gardner's recent absence.—*Straits Times.*

The Singapore Free Press of 30th ult. says:—The *S. S. Free Press*, which arrived at Batavia on Sunday, is now in dry dock at New Harbour, went ashore during her voyage from Newcastle, N.S.W., on the East coast of Australia south of Torres Straits, near Cape Direction. She remained aground for five days and had to jettison three hundred tons of cargo. No damage was done, however, to the ship.

OUR GRABO SAILS.—A silk merchant informs us (*Shanghai Mercury*) that he has just received a telegram from London, stating that enormous bags again come into fashion, and that the ladies with blonde hair are buying up every variety of Wild Silk on the London market. Prices have gone up 2d. per lb. in consequence. This is good news for the Trade, and the fever for Tussah Raw diamonds will doubtless soon spread to the Continent; the native holders of Wild Silk have now refused to sell excepting at an advance in consequence.

The *S. S. Benary*, which arrived in Singapore on the 30th ult., brought a portion of the long-promised armament. She had on board two 23-ton 9.2 L. guns, with their carriages and sides. The *Benary* has also on board, says the *Singapore Free Press*, 760 packages and 10 cases of stores, as well as other articles. She will have to be moved to the wharves at Tanjong Pagar to have the guns lifted out. No difficulty is anticipated in this operation as the wharves are capable of lifting 50 tons. The subsequent transportation may give some little trouble. The carriage with nearly 5 tons each, the side slides being about the same. The *Benary* has had a capital voyage out, leaving on June 25th.

The *Champion* correspondent of the *Shanghai Mercury* writes on the 27th July:—It is now freely stated in the capital and in this port that Yuan So Kai, the Imperial Chinese Resident, is about to return to China. His successor, the late Director-in-Chief of Telegraphs in Korea, has arrived here for the past week. H.B.M.'s *Express* arrived to-day with despatches from Peking. Everything seems quiet just now. The exit of His Excellency Yuan at the present juncture in affairs is indeed most remarkable.

The Yokohama correspondent of the *N. C. Daily News* writes on the 25th ult.:—The major portion of the fleet, consisting of the *Imperial*, *Leander*, *Cordelia*, *Hyacinth*, *Wanderer*, *Porpoise* and *Shift* sailed from this port yesterday afternoon for Hakodadi and the annual cruise in northern waters. The *Imperial* and *Leander* remain, but the latter will await the arrival of the incoming mail. A little disappointment is felt that we shall not have the expected opportunity of seeing the *Imperial*, which is a strong addition to the Asiatic fleet. The *Imperial* proceeds to Hakodadi from Nagasaki direct.

The Mr. Valerius Railway Project.—In connection with this project, we are told that the scheme for a branch from Katha to Bismo has been abandoned. It has been found that this line would traverse an unpopulated piece of country, very subject to floods, and would be expensive as to maintenance, while carrying no local traffic. As to the Bismo through traffic, it is doubted whether with two breaks (at Bismo and Sagin), the Railway line would be able to compete with river carriage. The intention, therefore, now is to take off a branch to Katha, which will bring Bismo within ten hours of the Railway.

The following remarks, which occur in the letter of a Yokohama correspondent to the *N. C. Daily News*, show that the disastrous earthquake at Kumamoto was preceded by symptoms which pointed to some volcanic disturbance. To speak of the earthquake as without warning, referring to the exceptional weather residents of these parts are experiencing would indeed be strange, for the weather up to the present time has been such that we may be said to have hardly had any really hot weather at all. One or two hot days have been interspersed with the days of rain, but on the whole Yokohama people can congratulate themselves on the peculiar position of finding themselves nearing the end of July (as a rule one of their hottest months) without having had any of the oppressive, trying days which have hitherto been a yearly experience. Some in consequence have perhaps delayed their departure for favourite country retreats. Another strange feature to be noticed is the continuance of earthquakes into the summer. It seems strange to say so, but it is none the less true that earthquakes as a rule are rarely felt here during certain months. For instance, we are seldom troubled by them later than May, that is until the year begins to grow old. This year, however, June and July have been exceptions to the rule, and have had like other months less unpleasant visitants failed to find rest apparently.

HONGKONG RIFLE ASSOCIATION. The Faki Challenge Cup, seven shots each at 200 and 300 yards, position at former distance standing, at latter kneeling or sitting.—The first competition for Mr. Noble's handsome prize took place on Saturday, the 3rd August, when seven competitors faced the targets. As the shooting had to be hurried through during brief intervals, between heavy squalls of rain, the scoring was not brilliant, and the up was won with a total of only 54 points, being by Lieut. Carlyle, R.A., out of a possible 70. J. Carson P.C. was second, with 51 points.

CORRESPONDENCE.

FIRST-CLASS RISKS
To the Editor of the "China Mail,"
Hongkong, August 5, 1889.

Sir,—Referring to your report of the "Hongkong, Canton and Macao Steamboat Company," I see they have decided to take their own underwriting in future—a matter of course perfectly within their rights if they so choose. The wisdom of which will show. At the meeting, however, a Chinese gentleman made several statements which are calculated to mislead the public. The first was—The periodic docking of their steamers for repair under the requirements of a Local Ordinance placed the steamer as a First Class Risk, and they ran very much less risk than the owners of sea-going vessels because sea-going vessels were not subject to overhaul of this nature.

Now the steamers are subject to the government's order to enable them to comply with the provisions of the Passenger Act, and every sea-going steamer which requires a passenger certificate undergoes the same survey, but such survey will do them but little good for insurance purposes and in Hongkong will certainly not place them in the hands of the First Class Risk.

The second statement is—The waters which our steamers frequent are so well known and easy of navigation. The waters are well known but are not quite so easy of navigation as this gentleman would have us believe. The proof of this is that at least three of the leading companies running coasting steamers to Whampoa continue to employ foreigners as pilots, and the China Merchants Co. employ skilled Chinese Pilots. These companies do not employ Pilots to take their vessels into Shanghai, and the reason is this. The channels leading to Shanghai are all so well buoyed and lighted and the ground is all soft, so that a vessel does not hurt herself if she does get on shore. The channels up the Pearl River are not buoyed or marked in any way, and there are many *shoals* (becomes necessary to run a steamer in the dark night, and it is a disgrace to the Chinese Government that the river and approaches have not been marked and lighted long ago. The fishing boats alone serve to white the heads of the Pilots and Captain before their time. I know something of the river and speak from actual knowledge. I wonder if the gentleman who spoke at the meeting knows the effect of the salt flats on the flat keel plate of a steel vessel. If he does, then Joss has not blessed him with much discretion.—Yours, INSURANCE.

WATCH AND WATCH! We learn, says the *Amoy Gazette* of 2nd inst., that the *Amoy* steamer *Amoy* was performed on board the Canadian Pacific steamer *Parthia* as she was entering our harbour this morning, the occasion being the presentation by a number of passengers to Captain F. H. Wallace of an illuminated address expressing the high appreciation of his kind and courteous voyage from Hongkong to this port (Amoy). The words of the address we subjoin:—

To Capt. F. H. Wallace, *s.s. Parthia*. Words wholly fail to tell the tale, Of what we owe to you, you know, For courtesies to us conveyed Whilst we on board your ship have stayed. The chow-chow, certainly, seemed poor, But then to all 'a manly man's' heart, When nothing less but a growl, At salm, rags, carried low.

The whisky 'twas 'nae so bad' And plenty too to be had; A bumper now to you we drain 'Good luck' old man! we'll meet again.

P.N.—The Watch, duly inscribed, will be forwarded to your address at Vancouver, when received from the Waterbury Company. [Here follow the signatures of the passengers.]

An easy way to spoil the evening meal for each member to tell the tale of that has gone wrong during the day. A GENTLEMAN said to a minister: "When do you expect to see Deacon S. again?" "Never," said the reverend gentleman, solemnly; "the Deacon is in heaven."

THE PUNJON AND SUNGHEE DUA SAMANTAN MINING COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the third ordinary half-yearly meeting to be held at the Office of the Company, Victoria, Hongkong, on Wednesday, the 7th August 1889, at 4 p.m.

The Directors have now the pleasure to submit the Accounts for the half year ending 30th September, 1888.

It will be seen that our outlay in Working Account amounts to \$44,124.10, the sum of \$12,408.00 having been disbursed at Sunghie Dua in advance to Miners, and in stores and provisions for them, nearly all of which we expect will be recovered out of their earnings.

During the six months much work was accomplished in opening up the Mine at Punjon, and a number of drifts from the shaft were driven, in some of which encouraging prospects were found. Work has since been commenced at several outlying points at a distance from Punjon where the reef appeared, and fair samples of quartz have been obtained.

Mr. Beecher found the Stamps in a very inefficient condition and had them almost entirely re-conditioned; they are now in good working order, but no great amount of stamping was accomplished as the manipulation of the ore required further additions to the machinery in use to bring out anything like the assay values of the ore crushed.

Mr. Beecher is ordering in London the necessary Vanners and other machinery wanted, and he is also procuring all the Pumping Machinery which is required, and this will be put in position, and will enable us to proceed with the sinking of our shaft, which is meantime in abeyance.

Su Shie Dua.—Our working at Sunghie Dua is now under the superintendence of an experienced man and prospects there are reported to be promising.

Stamps. —Unfortunately our Stamps, which were lost in December last, causing much inconvenience. The Insurance Companies have paid the \$20,000 for which we were insured, and we have now almost ready to be launched a new boat to replace her, which will cost \$10,000.

The Capital of the Company has been increased by the issue of 20,000 Fully Paid-up Shares of \$1, say \$20,000.

London Committee.—A Committee has been formed in London, composed of Mr. C. D. Button, Mr. F. D. Sassoon, Mr. Alex. Meier, Mr. Adolf Andre and the Senior Partner of Messrs James Morrison & Co., to act for the Company in the sale of any portion of our Concessions which it may be thought advisable to dispose of, and Mr. Beecher, who is in London, will advise and work with them.

During Mr. Beecher's absence, Mr. John Hardie, a gentleman of mining experience in the East, has been appointed Resident Manager at Punjon.

W. G. BRODIE, Chairman.

1st APRIL 1888, to 30th SEPTEMBER 1888.

Cost of Estate,	150,000 00
Hongkong Bank, Fixed Deposit,	35,000 00
Machinery and Plant,	35,631 91
Construction, Buildings at Punjon and Samantan,	18,005 43
Steam-Launch <i>Su Shie Dua</i> ,	1,000 00
Merchandise,	433 07
Steel Lamps,	2,365 57
Steam Mill Plant,	146 91
Saw Mill Plant,	2,195 93
Water Wheel,	2,043 13
Tools and Implements,	580 88
Carriage at Office,	1,313 98
Do. at Mines and Sunghie Dua,	3,943 99
Stores and Provisions,	117 08
Petty Cash,	34 99
Opium at Mines,	34 80
Manager at Punjon,	4,222 18
James Morrison & Co.,	23 46
Sundry Disbursements,	1,807 38
Balance,	146,689 33
\$ 400,071 98	

Liabilities.

By Capital,	390,750 00
By Sundry Co.,	2,452 40
By Sundry Accounts,	2,265 19
Balance due at Mines,	45 00
Call to be refunded,	310 10
By Hongkong Bank Current Account,	3,409 40
By Accounts Payable,	150 00
\$ 400,711 98	

WORKING ACCOUNT.

To Balance last Account,	102,563 14
To Charges,	204 82
To Salaries at Mines and Head Office, Rent and Office Expenses at Hongkong and Punjon,	13,333 69
To Legal Expenses,	10 00
To Disbursements Tin Concession,	12,408 00
To Exchange,	729 42
To Transport Machinery and Stores,	1,808 90
To Disbursements Steam-Launch <i>Su Shie Dua</i> and <i>Mauve</i> , and Agencies at Kuala Lumpur & Penang,	4,912 50
To Roads and Bridges, Mining Exploitations and Explorations,	2,781 47
To Hotel and Travelling Expenses,	846 35
To Stamp Mill Working Account,	491 00
To Water Supply,	136 78
To Police,	268 48
To Gold Concentrators,	1,937 72
To Transport of Coolies,	325 00
To Plank and Wood Account,	247 50
To Shipment of Ore to San Francisco,	19 77
To Firewood and Charcoal Account,	217 49
To General and Assaying Expenses,	342 53
To Royalty Sultan of Pahang,	2,951 62
To Tramway Account,	225 48
To Disbursements Stamp Mill,	612 80
To Dam and Water Supply,	77 20
To Compensation,	300 00
To Auditors' Fees,	15 00
\$ 148,218 64	

By Earnings.

By Earnings Steam-Launch <i>Su Shie Dua</i> ,	1,033 39
By Interest,	459 67
By Transfer Fees,	34 25
Balance,	146,689 33
\$ 148,218 64	

E. & O. E.

HONGKONG, 3rd August, 1889.

A. O. GOURDIN, Secretary.

We have compared the above Statement with the Books, Vouchers, and Securities of the Company, and certify the same to be correct.

G. S. COXON, Auditor.

RAILWAYS IN CHINA.

IMPORTANT MEMORIAL FROM THE GOVERNOR OF KWANGSU.

To-day's native papers, says the *Shanghai Mercury* of 30th ult., appear an important memorial on the question of railways generally in China by the Governor of this province. The writer, who has evidently studied the question to some extent, may be ranked with the other high Chinese officials who advocate the general introduction of the iron-horse into China, for both military and commercial reasons.

The memorial is a very formidable document in length, and we must therefore in dealing with it confine ourselves to a sketch of its most salient features. The Governor of Kiangsu, it would seem from his utterances, is driven to recognize the importance of China following the example of all other civilized countries, principally because he is afraid that in the grand race China may be outstripped, if she does not keep up with the times, and be deprived of some of her territories, if she lags behind her neighbours in offensive preparations.

The operations of the Russian railway contractors in her North-west frontier, and the fear of aggression when that power completes the grand Trans-Siberian project are put forward by him as an early stage of his memorial, as pressing reasons why China should have a long railway in her northern territory. He points out that the Russian railway is a great advantage to the Russian Empire, and that the Trans-Siberian Railway is finished it will be a very easy matter for Russian troops to be transported from one point to another, and his instances the Amoor province as parts lying in vital need of railway facilities, for in reference to this line he is in favour of a main line from Tientsin to Shan-shi kwan, which is exactly what all strategists who have given China gratuitous advice have advocated, particularly the ingenious and disinterested strategists who preside over our Tientsin railway.

He also advocates an extension from this line to Ho-sheng-kang, the Amoor region, with branch lines to Kirin, and Ning-kia-tai. This portion of the railway system, the construction of which he commends, is, we take it, more with a view to strategic advantage, for in reference to it he again reverts to the immense facilities which China's Northern neighbour has now, and will shortly possess in even a greater degree, for the massing of troops in double quick time wherever she may require them in North-eastern Asia, is the dread of the Russian Government.

He also advocates the construction of a branch line to Kuldja. He further recommends the ultimate extension of the line in a South-westerly direction to Kashgar. After then proceeds to speak of the importance of being able to transport troops quickly into these regions, and the danger to the empire which it would be to have a new field to which the people could be sent from the more congested provinces, by which their own position would be improved, and by the cultivation of large tracts, at present rich and fertile, the country rendered so much richer. He also points out the commercial advantages which a widespread railway system would ensure, to the richness of the copper and other mines of Yunnan and Kwangsi, which are as yet almost undeveloped, and which he says would give a valuable return of a means of sending them to market. He also points out the importance of improving the means of communication between the capital, Peking, and the Southern provinces, and states that every day the present route by creeks and canals is becoming more blocked up, and that it is a matter of great importance to have a direct line along the Yangtze should be a matter for future consideration. He gives a fairly correct history of railway development in other countries, mentioning that railways were first tried in England, where he says their general adoption was slow, and had to be carried out by a series of small steps. He also points out that the railway is a sort of artery for the life of a country, and that it is a matter of great importance to have a direct line along the Yangtze should be a matter for future consideration. He gives a fairly correct history of railway development in other countries, mentioning that railways were first tried in England, where he says their general adoption was slow, and had to be carried out by a series of small steps. He also points out that the railway is a sort of artery for the life of a country, and that it is a matter of great importance to have a direct line along the Yangtze should be a matter for future consideration.

He again reverts to Russian railways, which he tells us correctly are Government undertakings, and points out that in France they are supported by subsidies from the state. He then passes on to the railway in Japan, which he says, along with other insignificant countries, Turkey, is far before China in means of rapid communication. He then touches upon the very practical point as to how China is to raise the money to build her railways.

He introduces with a new little thing at the grasping of Foreign financiers, an exacting eight or ten per cent, from China for loans, whereas they could only get three per cent at home. He thinks that this alone should cause China to pause before she resorts to Foreign capital to build her railways.

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THE OXUS-ANADYE COLLISION.

The following is the Ceylon Observer's account of the sinking of the *Anadyr* in Aden harbour, obtained from Mr. Williams, of the Ceylon P. W. D., and Mr. Shand of Ceylon.

The collision happened in the early morning of the 17th inst. when the *Anadyr* was on her way to Aden harbour about 2 a.m., and dropped anchor outside for an hour or two. When the pilot came on board a number of others, and was watching the *Anadyr* for some time before the boats collided. We could see that a collision was inevitable, and the officers of both vessels of course saw it. For at the time of actual impact both boats were going full speed ahead. When I saw that they must come together I went down and called my men and crew, and they were all ready to start with them. The *Anadyr* struck us on the starboard side at the forward part of the engine room and then glided all down the starboard side till she got about the after companion way, and then she cleared. This, of course, woke every one, and there was great consternation on board with men and children rushing up on deck in their night dresses, and the lowering of boats. Though there was some confusion there was no panic. At the first alarm the Chinese coolies made a rush for the boats, but they were quickly stopped by the officers and the passengers, men, women, and children together. There was no lack of boat accommodation, and some boats

from the *Oxus* also came to their assistance, but chiefly to take away the mails.

But I do not yet understand how the collision occurred when both boats were in sight of each other all the time.

Well, you see, we were entering the harbour, and so was the *Oxus*. When you get inside Aden harbour you have to do a little manoeuvring to get into the inner harbour. The collision was a general crash like the breaking of a stick. The collision smashed the rail for ten or twelve feet, and the bow of the *Oxus* came right into the side of the *Anadyr*, making a great hole, by which the water rushed in, and put out the fires and the electric light. This left everything below in darkness and tended to greater confusion. The English passengers on board did not think the French Officers acted very well; they lost their heads. If a big piece of canvas had been put down at the side the water would not have sunk. This is a very common remedy, and a most useful one. But as nothing of this kind was done the passengers were hurried into the boats as quickly as possible, and taken on board the *Oxus* and then ashore, where they remained till arrangements were made for them to come on to the *Bahadur*. The Messageries people found the best accommodation they could for the passengers at the hotels. The *Oxus* was severely injured at Aden, and no one appeared to have been hurt except, I believe, one man belonging to the crew of the *Anadyr*. All the cargo and passengers' luggage went down, but the mails were saved. Many of the passengers were, of course, lost almost everything but their lives. We were at Aden five days before the *Oxus* could be repaired, and when we came back to Aden we were very kindly. All the arrangements were made by the agents of the M. M. Company. There were only five Englishmen on board. Mr. Shand, Mr. Gosselt, and myself (Mr. Williams) of Ceylon, Mr. Orrell of Singapore, and Mr. Gosselt of Calcutta. The *Anadyr* is still visible. The stern is resting on the bottom and the fore part is right above the water, but at high tide the water goes over the bridge.

The account given by Mr. Shand is very much the same as the one given

